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SEVENTH

ANNUAL REPORT

OF THE

Board of Directors

OF THE

NORTH PENNSYLVANIA RAILROAD COMPANY:

WITH THE

REPORT

OF THE

ENGINEER AND SUPERINTENDENT.

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JANUARY 9, 1860.

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1860.



# OFFICERS AND DIRECTORS

OF THE

NORTH PENNSYLVANIA RAILROAD COMPANY,

FOR 1860.

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PRESIDENT.

FRANKLIN A. COMLY.

DIRECTORS.

John Brock,	William C. Ludwig,
John Jordan, Jr.,	Ellwood Shannon,
Algernon S. Roberts,	Edward C. Knight,
J. Gillingham Fell,	William L. Hirst,
S. Morris Waln,	Harry Conrad.

CITY DIRECTORS.

John Kessler, Jr.,	Robert F. Taylor.
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TREASURER.

WILLIAM WISTER.

SECRETARY.

EDWARD ARMSTRONG.

ENGINEER AND SUPERINTENDENT.

SOLOMON W. ROBERTS.

GENERAL FREIGHT AND TICKET AGENT.

ELLIS CLARK.



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# ANNUAL MEETING.

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Office of the North Pennsylvania R. R. Co.

*Philadelphia, January 9th, 1860.*

Pursuant to notice, according to law, the Annual Meeting of the Stockholders of the North Pennsylvania Railroad Company was held this day, at the office of the Company.

On motion of Mr. PETER FRITZ,

Mr. JOHN E. ADDICKS was called to the Chair, and EDWARD ARMSTRONG appointed Secretary.

The minutes of the last Annual meeting were read and approved.

Mr. FRANKLIN A. COMLY, President of the Company, then submitted and read the Annual Report of the Board of Directors.

The Report of the Engineer and Superintendent to

the Board of Directors, as submitted by the Chairman, was then read by the Engineer and Superintendent.

The SECRETARY read the Annual Report of the Treasurer.

MR. WILLIAM C. LUDWIG offered the following resolution :

*Resolved*, That the report just read be accepted, and published in pamphlet form, for the use of the Stockholders.

A motion was made by MR. THOMAS S. FERNON, to insert after the last word in the foregoing resolution, the following words, to wit :

“That the tabular statements of the Engineer and Superintendent, together with the proceedings of the Annual Meeting of the Stockholders for the years 1858 and 1859, and the proceedings of this meeting, be also printed with the said reports.

MR. ELIHU ROBERTS “moved that the amendment offered by Mr. Fernon be referred to the Board of Directors about to be elected, for action on the same,”

Which motion was not agreed to.

The question recurring on the amendment, a division of the question was called for by MR. J. GILLINGHAM FELL.

And on the question,

Will the meeting agree to the first division of the amendment, to wit: "that the tabular statements of the Engineer and Superintendent" be also printed with the said reports, it was determined in the affirmative.

And on the question,

Will the meeting agree to the second division of the amendment, to wit: "That the proceedings of the Annual Meetings of the Stockholders for the years 1858 and 1859, and the proceedings of this meeting, be also printed with the said reports," it was determined in the negative.

The question recurring on the resolution as amended, which was in the following words, to wit:

*Resolved*, That the reports just read be accepted, and published in pamphlet form, for the use of the Stockholders, and that the tabular statements of the Engineer and Superintendent be also printed with the said reports,"

It was agreed to.

On motion of Mr. MAHLON K. TAYLOR, it was

*Resolved*, That the proceedings of this meeting be published with the annual report.

The CHAIRMAN announced that Messrs. Solomon M. Bunn, John E. Addicks, and Edward C. Markley, had

been appointed by the Board judges of the annual election.

On motion, it was

*Resolved*, That the meeting adjourn for the purpose of going into an election for a President and Directors, to serve for the ensuing year.

Adjourned.

EDW. ARMSTRONG,

*Secretary.*



# SEVENTH ANNUAL REPORT

OF THE

## BOARD OF DIRECTORS

OF THE

### NORTH PENNSYLVANIA RAILROAD COMPANY.

The earnings of the Company for the fiscal year ending November 30, 1859, were \$347,301 96. As compared with the year 1858, they were as follows :

	1858.	1859.	Increase.
From Passengers.....	\$119,362 82	\$129,316 69	\$9,953 87
“ Coal .....	78,825 78	84,065 19	5,239 41
“ Pig Iron.....	7,207 01	17,572 15	10,365 14
“ Local Freight.....	64,733 25	80,158 62	15,425 37
“ Through Freight.....	24,000 28	28,651 97	4,651 69
“ Mail and Rents.....	2,764 85	7,537 34	4,772 49
	<u>\$296,893 99</u>	<u>\$347,301 96</u>	<u>\$50,407 97</u>

Showing an increase of \$50,407 97 over the year 1858, and as compared with the year 1857, an increase of \$98,518 16, being an average increase of \$4,104 per month for the past twenty-four months, a result quite as favorable as could reasonably have been expected.

The expenses for the year were as follows :

Conducting Transportation,	-	-	\$46,461	54
Motive Power, -	-	-	61,811	43
Maintenance of Way, -	-	-	19,958	98
“ of Cars, -	-	-	14,445	36
General Expenses, including Rents,				
Taxes, etc., -	-	-	16,226	63
Total Expenses, -	-	-	\$158,903	94
Leaving net income for the year,	-	-	\$188,398	02

The charges against income account for the year have been as follows :

Coupons, 6 per cent. bonds,	-	-	\$150,000	00
“ 10 “ “	-	-	28,100	00
Ground Rents and Mortgages,	-	-	4,622	31
Interest on Floating Debt,	-	-	13,275	31
Total, -	-	-	\$195,997	62

The through coal tonnage for the year was 61,172 tons 1 cwt., and delivered on the line 16,200 tons 8 cwt. Total coal tonnage 77,372 tons 9 cwt. As compared with the year 1858, it shows an increase of 11,238 tons 13 cwt., and as compared with the year 1857, an increase of 34,321 tons 15 cwt.

The pig iron tonnage was 16,597 tons 3 cwt., being an increase over the year 1858 of 10,588 tons 3 cwt.

The lime and milk trade both show a handsome increase. 236,905 bushels of lime were carried during the year, being an increase of 53,414 bushels ; and 901,783 gallons of milk were brought to Philadelphia, being 167,943 gallons more than in 1858.

The total number of passengers carried during the year was 303,757, being an increase of 46,671.

The rolling stock and roadway have been kept up in a condition that will compare favorably with any road in the State. All renewals and repairs have been charged to current expenses. Twenty new long platform cars, for carrying lumber, and five new stock cars, have been added to the rolling stock during the year.

One of the light wood-burning locomotives, (used in the construction of the road,) has been disposed of, and a first-class coal-burning freight locomotive ordered in its place, which will be on the road about the first of April.

The equipment account has been increased \$13,481 11, and the construction account \$2,362 69.

The claims for damages growing out of the collision of July, 1856, have all been settled, and the account closed on the books of the company by a charge to profit and loss.

The Shimersville Branch, (which is now unproductive,) has been leased to the Lehigh and Delaware Water

Gap Railroad Company, for a term of years ending December 1st, 1882, at a nominal rent of one dollar per year, conditional on that company finishing their road between Freemansburg and Easton, and building a bridge over the Lehigh river, connecting the Branch with their road, and forming a continuous railroad connection between Philadelphia and Easton, on or before the 1st day of December, 1862, otherwise said lease to be void. A considerable amount of work has already been done, and preparations are now being made for the erection of a bridge at Freemansburg, and the officers of the company expect to have the road finished and open for business before the time stipulated in the lease. As it will open a direct connection with the town of Easton 18 miles shorter than by the Belvidere and Delaware Railroad, a considerable increase in both passengers and freight may be expected from that quarter.

The Board have continued to avail themselves of the provision in the mortgage securing the 6 per cent. bonds, allowing the payment of the coupons to be made within six months after maturity, an arrangement which, under the circumstances, has given very general satisfaction to the holders of the securities of the company.

It will be seen that over one-half of the increased receipts of the past year has been derived from passengers and local freight, both of which are sources of

revenue that must continue to increase. From present indications, and judging the future by the past, a very handsome increase may be expected the present year.

Respectfully submitted,

By order of the Board,

F. A. COMLY,

*President.*

*Philadelphia, January 6th, 1860.*

DR. CONDENSED BALANCE SHEET, NORTH PENNSYLVANIA RAILROAD COMPANY, NOVEMBER 30, 1859. CR.

Capital Stock,	-	-	-	\$3,149,000 00	Construction,	-	-	\$4,785,469 69
Instalment Account,	-	-	-	6,820 00	Equipment,	-	-	366,997 54
Six per cent. Mortgage Bonds,	-	-	-	2,500,000 00	Station Houses and Shops,	-	-	68,748 93
Ten per cent. C. M. Bonds,	-	-	-	287,000 00	Right of Way,	-	-	204,214 03
Bills Payable,	-	-	-	138,222 48	Real Estate,	-	-	385,661 34
Ground Rents and Mortgages,	-	-	-	88,973 21	Telegraph,	-	-	4,967 39
Coupon, 6 per cent., No. 6,	-	-	-	65 00	Trustees,	-	-	6,354 00
" " " 7,	-	-	-	120 00	Stock N. P. R. R. Co.,	-	-	25,767 11
" " " 8,	-	-	-	837 50	Sundry Accounts,	-	-	16,180 29
" " " 9,	-	-	-	49,210 00	Stores on Hand,	-	-	10,140 91
" " " 10,	-	-	-	75,000 00	Profit and Loss,	-	-	420,619 37
Unpaid Accounts and Loans,	-	-	-	25,389 91	Cash on Hand,	-	-	25,517 50
				<u>\$6,320,638 10</u>				<u>\$6,320,638 10</u>

WILLIAM WISTER,  
*Treasurer.*

# REPORT

OF THE

## ENGINEER AND SUPERINTENDENT.

*Philadelphia, January 6th, 1860.*

TO FRANKLIN A. COMLY, Esq.,

*President North Pennsylvania Railroad Company :*

SIR:—The following report is respectfully submitted, with the accompanying tabular statements, showing the result of the operations for maintaining and working the North Pennsylvania Railroad, in the fiscal year beginning December 1st, 1858, and ending November 30th, 1859.

The gross earnings have been	-	-	-	\$347,301 96
The expenses have been	-	-	-	158,903 94
The net earnings have been	-	-	-	<u>\$188,398 02</u>

The expenses have been nearly forty-six per cent. of the earnings.

The increase of the gross earnings over the preceding year has been \$50,407 97 ; and the increase of the net earnings, \$26,327 58.

The road has been kept in good order during the past year; the trains have been run with great regularity and freedom from accident; and the general result of the year's operations exhibits a steady growth in the travel in the various departments of the trade, and in the earnings of the road, which is gratifying in respect to the past, and furnishes a good ground for hope of further improvement in the future.

The attention of the Board of Directors is respectfully called to the elaborate tabular statements accompanying this report.

The number of passengers carried in the year has been 303,757, being an increase of 46,671 over the preceding year.

The coal tonnage has been 77,372 tons 9 cwt., being an increase of 11,238 tons 13 cwt. Of this, coal, 61,172 tons came through to Philadelphia.

16,597 tons of pig iron have been carried, being 10,588 tons more than in the year before.

The miscellaneous freight has been 71,188 net tons, being an increase of 17,963 tons.

Lime has been 236,905 bushels, an increase of 53,414 bushels.

Milk has reached the very large quantity of 901,783 gallons—the freight on which was \$15,904 55—an increase of 167,943 gallons.

While the increase of receipts from miscellaneous through freights has been only \$1,353 60, the increase from miscellaneous *local* freights has been \$15,425 37, being much the largest item of increase in the year.

The following table (marked A.) exhibits a classified statement of the total earnings for each month, under their appropriate heads, after deducting all drawbacks and all sums received for other companies.



A.  
*Total Earnings Classified, from December 1st, 1858, to November 30th, 1859, inclusive.*

	MONTHS.	PASSENGERS.	FREIGHT.						MAIL.	RENTS, &c.	TOTAL.
			Coal.	Pig Iron.	Catawissa Lumber.	MISCELLANEOUS.					
						Local.	Through.				
1858.	December,	\$8,615 45	\$8,448 85	\$1,218 18			\$5,122 84	\$1,782 32	\$229 67		\$25,417 31
1859.	January,	7,527 00	5,670 76	2,552 65			4,890 16	1,844 52	229 66		22,714 75
	February,	7,005 67	6,229 97	2,857 93			5,324 59	2,260 11	229 67		23,907 94
	March,	9,415 67	6,412 99	1,562 55	774 27		7,283 01	2,533 96	229 67		28,212 12
	April,	10,617 80	5,363 93	1,628 74	750 26		7,593 71	2,597 85	229 66		28,781 95
	May,	11,412 80	5,829 04	1,203 32	581 04		7,241 20	2,379 10	229 67	2,339 60	31,215 77
	June,	11,896 38	5,930 70	701 25	563 74		6,409 56	1,639 39	229 67		27,370 69
	July,	14,023 43	5,114 90	476 00	91 41		4,810 54	1,660 63	229 67		26,406 58
	August,	15,911 40	6,267 47	935 01	186 90		8,646 62	1,852 20	229 66		34,029 26
	September,	12,318 24	9,171 40	1,656 91	122 46		7,129 55	2,149 80	229 67		32,778 03
	October,	11,322 72	10,467 24	1,982 51	109 49		8,213 45	2,362 11	229 66		34,687 18
	November,	9,250 13	9,157 94	797 10	113 52		7,493 39	2,296 89	229 67	2,441 74	31,780 38
		\$129,316 69	\$84,065 19	\$17,572 15	\$3,293 09	\$80,158 62	\$25,358 88	\$2,756 00	\$4,781 34	\$347,301 96	
<div>Passengers,..... \$129,316 69</div> <div>Freight,..... 210,447 93</div> <div>Mail,..... 2,756 00</div> <div>Rents, &amp;c.,..... 4,781 34</div> <div></div> <div>\$347,301 96</div>											
										ELLIS CLARK, General Agent.	

Of the expenses, \$70,180 35 have been charged to the passenger department, and \$88,723 59 to the freight department. About one-third of the net earnings have been derived from passengers, and two-thirds from freight.

The expenses of the year are shown in great detail in a large tabular statement, (marked B.) which gives the amount expended on the road, under each head, in each month. By means of a "general stores account," the items have been more thoroughly classified than ever before. This account has been kept by Mr. C. W. Hare, Chief Clerk, with great care and accuracy.

The aggregate expenses belonging to the year, under the several heads of expenditure, are as follows:

Maintenance of Way Department,	-	-	\$19,958 98
Motive Power Department,	-	-	61,811 43
Maintenance of Cars Department,	-	-	14,445 36
Conducting Transportation Department,	-	-	46,461 54
General Expenses Department,	-	-	16,226 63
<hr/>			
Total,	-	-	\$158,903 94
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The road and rolling stock have been kept up in very good order, and the cost of four new copper fire-boxes, in large coal burning engines, is included in the expenses of the motive power department.

The number of locomotive engines upon the road is sixteen, as it was last year. An arrangement has been made by which a large coal burner will be substituted for one of the light wood burning engines.

Twenty long platform cars and five stock cars have been placed on the road in the year. The increase of the equipment account has been \$13,481 11.

Only \$2,277 96 has been added to the construction account in the year, consisting of various small items of new work, as stated in the accompanying papers.

Since the close of the fiscal year, a small but convenient passenger station has been brought into use at Berks street, where we connect with the city passenger railways. Tickets are now sold there as well as at Willow street. A frame building has also been erected, to protect passenger cars from exposure to the weather, when not in use.

A good deal of work has been done by the Lehigh and Delaware Water Gap Railroad Company, on the construction of their independent line between Freemansburg and Easton, which promises hereafter to become an important feeder to the North Pennsylvania Railroad.

In my last annual report I alluded to the surveys which had been made by Mr. Martin Coryell, Civil Engineer, for a railroad line between the Council Ridge Tunnel and White Haven. Additional lines were afterwards run by a party of engineers in the service of the Lehigh Coal and Navigation Company, and their results corroborated those which had been arrived at by Mr. Coryell and myself. The attention of parties interested in the region of the upper Lehigh was thus strongly called to the importance of some speedy action to close up the broken link in the chain of railroads between Philadelphia and Wilkesbarre, by the direct route. I am informed that, within a few days, a large amount has been subscribed towards the construction of the proposed road along the bank of the Lehigh river, between Penn Haven and White Haven; and I hope that the parties who have undertaken the enterprise may successfully accomplish it at as early a day as the nature of the ground to be traversed will permit.

When done it will give the North Pennsylvania Railroad a connection with Wilkesbarre and the Wyoming region by the most direct route, and will also connect it with the mines of the Buck Mountain Coal Company, which now have no railroad communication with Philadelphia.

A steady and faithful adherence to the present policy of the North Pennsylvania Railroad Company will, I have no doubt,

lead to a healthy and gradual growth in the usefulness of the road, and in the intrinsic value of the securities of the company.

The persons at the head of the several departments of the service upon the line are the same as last year. Their intelligent devotion to their duties, and harmonious co-operation with each other, have been creditable to them and beneficial to the company.

Respectfully submitted,

S. W. ROBERTS,  
*Engineer and Superintendent.*

**B.—NORTH PENNSYLVANIA RAILROAD.**  
*Expenses during the Fiscal Year ending November 30th, 1859.*  
**MAINTENANCE OF WAY.**

	Dec. 1858.	Jan. 1859.	Feb.	March.	April.	May.	June.	July.	August.	Sept.	October.	Nov.	Totals.	Average.
Ballasting and Adjusting Track.....	845 15	489 75	465 98	761 37	938 62	921 33	1,065 64	960 20	979 20	658 25	822 14	803 77	9,711 40	809 30
Bridges, repairs of.....	24 02	4 20	.....	53 31	118 99	81 35	314 31	314 31	171 04	366 10	93 70	26 68	1,263 70	104 47
Cleaning Bridges, Repairing Embankments, &c	143 55	444 70	324 52	314 87	150 44	652 41	146 98	401 83	589 34	497 18	290 82	137 46	4,114 12	342 84
Chairs, Spikes, Frogs, Switches, &c.....	7 29	20 10	10 62	26 87	16 75	18 55	11 99	50 53	21 74	27 61	32 87	78 21	323 13	26 93
Cross-Ties and Sills.....	.....	.....	.....	.....	.....	.....	90 90	7 74	34 84	210 33	29 37	32 53	405 71	33 81
City Track.....	70 15	92 36	45 05	31 66	31 62	42 64	27 00	65 90	34 50	48 30	27 00	47 27	563 45	46 95
Incidentals, Stationery, Oil, &c.....	13 84	9 63	7 94	18 06	26 52	28 28	267 04	384 91	350 85	110 24	14 64	3 39	1,209 34	100 79
Road Master and Watchmen.....	147 60	165 88	152 93	143 16	115 35	127 32	123 97	115 56	150 35	122 93	128 69	128 69	1,643 99	137 00
Road Crossings, Cattle Guards, Fences, &c.....	1 25	1 39	18 95	12 90	1 80	5 86	18 36	25 75	3 40	27 86	1 90	5 22	124 64	10 23
Snow and Ice, removing.....	28 55	34 84	34 70	.....	.....	.....	.....	.....	.....	.....	7 54	.....	105 63	8 80
Telegraph, repairs of.....	.....	.....	.....	2 28	19 50	15 62	9 80	17 09	9 19	6 50	10 91	2 42	93 31	7 77
Tools and Tool Houses, repairs of.....	23 99	11 56	17 22	68 00	19 43	25 66	12 68	2 90	46 13	25 79	14 54	39 64	307 54	25 21
Road and Hand Cars, repairs of.....	41 05	4 50	1 50	5 59	1 60	1 50	1 94	5 69	10 19	12 57	3 75	13 14	103 02	8 58
Totals.....	1,348 44	1,278 91	1,079 41	1,391 85	1,402 75	1,918 19	1,861 00	2,360 84	2,365 98	2,141 08	1,472 11	1,338 42	19,958 98	1,663 25

**MOTIVE POWER.**

	Dec. 1858.	Jan. 1859.	Feb.	March.	April.	May.	June.	July.	August.	Sept.	October.	Nov.	Totals.	Average.
Wood, and Preparing Wood.....	938 12	980 50	856 75	891 00	736 12	791 03	792 37	940 62	964 62	819 62	950 25	847 75	10,528 75	877 39
Coal, and Preparing Coal.....	785 00	657 50	658 75	916 50	677 50	595 00	631 25	490 00	766 50	766 25	997 50	891 25	8,833 00	718 58
Engineers and Firemen.....	1,075 87	979 00	980 71	987 67	969 22	965 16	968 59	988 64	998 62	1,045 99	1,216 40	1,097 47	12,273 34	1,022 78
Engine Houses, Machine Shops, &c., repairs of	264 02	44 54	23 29	2 02	2 70	10 65	12 11	79 31	185 84	33 86	52 20	16 41	726 98	60 58
Fuel, (for stoves) and Light.....	86 38	115 92	54 32	50 09	9 56	3 22	2 28	3 00	4 44	3 48	20 88	24 37	277 94	31 49
Incidentals.....	.....	.....	22 90	.....	.....	.....	.....	10 64	8 10	3 20	.....	1 23	46 07	3 84
Laborers.....	128 52	125 39	111 75	105 96	139 72	104 10	118 44	114 19	141 81	144 00	122 60	145 30	1,501 78	125 15
Locomotives, repairs, &c. of.....	2,282 59	778 85	2,236 72	2,480 99	1,586 83	1,460 07	2,290 42	1,200 50	455 23	694 10	910 83	1,267 88	17,635 07	1,469 59
Master Machinist and Clerk.....	125 00	125 00	130 00	130 00	130 00	130 00	130 00	130 00	135 00	135 00	135 00	135 00	1,364 50	113 70
Oil, Tallow, Waste, &c.....	180 15	161 93	149 76	163 98	125 28	145 94	142 12	128 42	161 00	139 98	197 47	167 87	1,864 50	155 37
Stationery and Printing.....	6 25	.....	9 64	24 89	2 50	.....	20 78	.....	1 02	.....	.....	.....	65 08	5 42
Tools and Machinery.....	160 41	160 47	192 31	212 12	173 25	185 15	221 59	178 01	266 93	291 06	228 04	226 02	2,495 36	207 95
Watchmen and Switchmen.....	173 24	169 87	162 00	175 49	162 87	178 23	168 50	172 99	175 49	171 75	154 49	141 00	2,005 92	167 16
Water Stations.....	100 83	163 70	208 74	132 39	148 55	131 92	126 45	126 93	126 36	143 50	356 93	126 34	1,892 64	157 72
Totals.....	6,326 38	4,462 67	5,797 64	6,273 10	4,864 10	4,690 47	5,624 90	4,563 25	4,385 54	4,392 87	5,342 65	5,087 92	61,811 43	5,150 95



EXPENSES DURING THE FISCAL YEAR.—Continued.

MAINTENANCE OF CARS.

	Dec. 1858.	Jan. 1859.	Feb.	March.	April.	May.	June.	July.	August.	Sept.	October.	Nov.	TOTALS.	Average.
Cars, repairs of Passenger and Baggage.....	72 41	77 69	60 92	282 49	206 09	92 86	283 77	82 26	71 12	49 94	60 35	26 05	1 330 55	111 38
Cars, repairs of Freight and Lime.....	307 91	134 63	280 12	319 44	631 97	725 72	147 29	217 44	316 37	676 92	384 24	173 04	4,333 09	361 26
Cars, repairs of Coal.....	530 69	772 57	462 90	702 41	378 35	522 60	645 10	882 81	660 73	648 47	657 50	756 78	7,670 91	639 24
Cars, repairs of Ballast, &c.....			60 94	1 80	4 05	39 17	225 14		50			4 80	336 40	28 03
Individuals and Corporations, mat. & lab, for	18 68	2 83	6 45	7 43	39 94		4 09	4 69	5 13	13 15	13 02	18 14	133 55	11 03
Incidentals, Stationery, &c.....			1 37	2 24	1 23	3 21	11 91	1 49	29 50	2 77		2 21	55 93	4 66
Oil, Tallow, &c.....	25 38	30 32	27 33	65 76	38 28	68	42 00	114 74	76 96	38 06	61 46	55 96	576 93	48 08
Totals.....	975 07	1,018 04	900 03	1,381 57	1,319 91	1,384 24	1,329 30	1,303 43	1,100 31	1,429 31	1,176 57	1,067 58	14,443 36	1,203 78

CONDUCTING TRANSPORTATION.

	Dec. 1858.	Jan. 1859.	Feb.	March.	April.	May.	June.	July.	August.	Sept.	October.	Nov.	TOTALS.	Average.
Advertising.....	134 29	78 07	69 46	75 75	75 83	120 53	114 27	108 09	54 02	44 32	34 80	37 91	947 34	78 95
Agents.....	344 33	352 67	354 27	356 06	353 89	354 37	322 39	327 37	328 33	317 39	328 16	328 16	4,007 29	338 95
Cars, Fixtures, Cleaning, Inspecting, &c.....	91 35	85 98	102 79	170 50	196 83	150 84	153 96	189 78	186 55	142 02	222 87	222 80	1,920 27	160 02
Clerks.....	252 00	226 50	225 00	225 00	225 00	226 50	225 00	225 00	225 00	225 00	231 77	205 00	2,716 77	226 39
Dispatchers.....	70 00	70 00	70 00	70 00	70 00	70 00	70 00	70 00	70 00	70 00	70 00	70 00	840 70	70 06
Fuel and Light.....	80 24	67 86	47 51	42 88	67 64	11 88	20 03	14 16	20 57	20 43	42 37	45 37	480 94	40 08
Horse Power.....	1,155 00	1,155 00	1,155 00	1,155 00	1,155 00	1,155 00	1,155 00	1,225 00	1,225 00	1,225 00	1,382 04	1,306 87	14,448 91	1,204 08
Incidentals.....	92 39	71 85	39 13	117 53	107 17	94 83	103 51	90 16	117 62	76 86	87 53	92 71	1,091 29	90 94
Loss and Damage.....	50 62	18 90	33 54	33 93	266 07	44 37	17 38	33 57	41 55	39 52	37 25	22 78	639 48	53 24
Master of Transportation, and Train Hands.....	1,054 70	987 19	1,021 45	1,024 72	1,012 91	972 82	1,005 40	932 60	955 08	1,022 13	1,192 78	1,219 34	12,401 12	1,033 42
Stations, Labor and Expenses at.....	193 54	241 14	137 57	190 63	290 33	188 80	184 73	191 22	253 44	260 68	228 38	228 98	2,609 44	217 45
Stationery, Repairs, Rent, Furniture, &c., of.....	14 30	11 00	21 60	28 10	133 57	100 22	67 56	8 28	20 71	83 14	481 59	254 72	1,224 79	102 05
Stationery and Printing.....	129 32	92 95	94 75	89 50	101 50	170 38	112 41	146 75	32 75	87 36	95 40	415 78	1,598 85	133 24
Telegraph, expenses of.....	50 00	56 89	63 26	61 78	63 21	54 41	44 50	56 53	51 06	53 00	49 29	48 00	651 93	54 33
Watchmen.....	70 87	69 75	63 00	69 74	67 50	69 74	67 50	68 62	69 74	68 62	69 74	67 50	822 32	68 52
Totals.....	3,782 96	3,585 75	3,518 33	3,711 12	4,186 45	3,784 69	3,664 34	3,687 13	3,061 42	3,755 47	4,557 97	4,595 92	46,461 54	3,871 79

## EXPENSES DURING THE FISCAL YEAR.—Continued.

## GENERAL EXPENSES.

	Dec. 1858.	Jan. 1859.	Feb.	March.	April.	May.	June.	July.	August.	Sept.	October.	Nov.	Totals.	Average.
Salaries .....	797 44	797 44	797 43	797 40	880 73	880 72	880 78	880 72	880 75	880 75	880 73	880 77	10,235 66	852 97
Taxes, Rent, Insurance, &c.....	212 50	282 19	282 19	284 05	284 05	284 04	282 77	281 67	283 60	290 34	301 67	301 66	3,370 73	280 89
Incidentals, Stationery, &c.....	110 12	283 56	74 81	688 64	71 35	54 76	65 59	34 92	104 55	138 32	85 90	56 62	1,769 14	147 43
Temporary Track, Girard avenue.....	.....	.....	.....	.....	.....	.....	70 90	80 50	699 70	.....	.....	.....	851 10	.....
Totals.....	1,120 06	1,363 19	1,154 43	1,770 09	1,236 13	1,219 52	1,300 04	1,277 81	1,968 60	1,309 41	1,268 30	1,239 05	16,226 63	1,352 22

## SUMMARY.

	Dec. 1858.	Jan. 1859.	Feb.	March.	April.	May.	June.	July.	August.	Sept.	October.	Nov.	Totals.	Average.
Maintenance of Way.....	1,348 44	1,278 91	1,079 41	1,391 85	1,402 75	1,918 19	1,861 00	2,360 84	2,365 98	2,141 08	1,472 11	1,338 42	19,958 98	1,663 25
Motive Power.....	6,326 38	4,462 67	5,797 64	6,273 10	4,864 10	4,690 47	5,624 90	4,563 25	4,385 54	4,392 81	5,342 65	5,087 92	61,811 43	5,150 95
Maintenance of Cars.....	975 07	1,018 04	900 03	1,381 57	1,319 91	1,384 24	1,329 30	1,303 43	1,160 31	1,429 31	1,176 57	1,067 58	14,445 36	1,263 78
Conducting Transportation.....	3,782 95	3,585 75	3,518 33	3,711 12	4,186 45	3,784 69	3,664 34	3,687 13	3,651 42	3,735 47	4,557 97	4,595 92	46,461 54	3,871 79
General Expenses.....	1,120 06	1,363 19	1,154 43	1,770 09	1,236 13	1,219 52	1,300 04	1,277 81	1,968 60	1,309 41	1,268 30	1,239 05	16,226 63	1,352 22
Totals.....	13,552 90	11,708 50	12,449 84	14,827 73	13,009 34	12,997 11	13,779 58	13,192 46	13,531 85	13,008 08	13,817 60	13,328 89	158,903 94	13,242 00

AUDIT OFFICE, December 1st, 1859.

CHARLES WILLING HARE, Chief Clerk.

**ITEMS OF FREIGHT TRANSPORTATION,  
FROM DECEMBER 1ST, 1858, TO NOVEMBER 30TH, 1859.**

MONTHS.	COAL. Gross T. cwt.	PIG IRON. Gross T. cwt.	MISCELLAN'S. NetTons. cwt.	CAT. LUMBER M. ft. B. M.	LIME. Bushels.	MILK. Gallons.	FREIGHT MOVED 1 MILE. Net Tons.	PRODUCING Per Ton $\frac{7}{8}$ M.
1858.								
December .....	7,832 08	1,102 00	4,132 14	.....	430	72,996	630,492	2.63 cts.
1859.								
January .....	5,378 00	2,304 00	3,325 03	.....	800	72,031	558,021	2.68 "
February .....	5,371 19	2,595 00	4,399 05	.....	1,400	69,599	598,709	2.78 "
March .....	5,288 10	1,454 00	6,820 07	637	9,130	76,525	624,745	2.97 "
April .....	4,953 07	1,589 03	7,059 00	551	26,530	78,905	574,809	3.12 "
May .....	4,516 01	1,166 00	7,180 15	361	35,840	81,306	515,821	3.34 "
June .....	5,659 07	660 00	6,161 12	519	17,145	81,353	546,320	2.08 "
July .....	4,705 00	460 00	3,541 05	74	11,910	79,362	403,551	3.01 "
August .....	5,644 13	890 00	8,108 08	171	69,985	76,324	563,001	3.18 "
September .....	9,054 14	1,629 00	6,125 17	106	26,750	69,096	778,256	2.06 "
October .....	10,317 06	1,950 00	7,404 08	96	19,145	70,896	913,012	2.53 "
November .....	8,651 04	738 00	6,929 09	94	17,840	73,390	721,204	2.75 "
Total .....	77,372 09	16,597 03	71,188 03	2,609	236,905	901,783	7,428,001	Av. 2.83 cts.



**PASSENGER TRANSPORTATION,**  
**FROM DECEMBER 1st, 1858, TO NOVEMBER 30th, 1859.**

MONTHS.	NUMBER OF PAS- SENGERS CARRIED.	PASSENGERS CARRIED ONE MILE.	EQUAL TO THROUGH PASSENGERS.	RATE PER PASS. PER MILE.
1858.				
December.....	18,782	337,283	6,132	2.56 cts.
1859.				
January.....	17,243	293,313	5,333	2.56 "
February.....	15,950	280,074	5,092	2.50 "
March.....	20,348	343,152	6,239	2.74 "
April....	22,849	397,518	7,228	2.67 "
May.....	26,004	422,911	7,689	2.70 "
June.....	30,760	466,939	8,490	2.55 "
July.....	35,058	568,036	10,328	2.47 "
August.....	38,843	652,659	11,866	2.44 "
September.....	29,834	484,126	8,802	2.54 "
October.....	26,835	446,870	8,125	2.53 "
November.....	21,251	361,222	6,568	2.56 "
Total..	303,757	5,054,103	91,892	Av. 2.56 cts.

# NORTH PENNSYLVANIA RAILROAD.

*Statement of Amounts Expended on Account of Capital, for Construction and Equipment, during the Fiscal Year ending November 30th, 1859.*

## CONSTRUCTION.

Ballast account for new work.....	\$629 89
Cattle Guards account.....	5 52
Cross-Ties account, for new work.....	125 00
Engine House and Machine Shop account.....	281 24
Graduation and Bridges account.....	129 89
Incidentals, Tool Houses, &c., account.....	206 83
Real Estate account.....	32 87
Station and Warehouses account.....	457 62
Water Stations account.....	118 59
Sidings account.....	1,296 16
Total.....	3,283 61
Deduct amount of cash received during year, for Private Sidings, &c.....	1,005 65
Total increase, Construction account.....	\$2,277 96

AUDIT OFFICE,  
*December 1, 1859.*

## EQUIPMENT.

Freight, and Road Cars account.....	\$13,000 00
Machinery for Shops account.....	281 11
Passenger Cars account.....	700 00
Incidentals account.....	300 00
Total.....	\$14,281 11
Deduct amount of cash received during year, for Ballast Cars sold.....	800 00
Total increase, Equipment account...	\$13,481 11

  

Construction Account.....	\$2,277 96
Equipment Account.....	13,481 11
Total .....	\$15,759 07

CHAS. WILLING HARE,  
*Chief Clerk.*

# NORTH PENNSYLVANIA RAILROAD.

*Condensed Exhibit of Expenses during the Fiscal Year ending November 30th, 1859.*

MONTHS.	MAINTENANCE OF WAY.			MOTIVE POWER.			MAINTENANCE OF CARS.			CONDUCTING TRANSPORTATION.			GENERAL EXPENSES.			TOTALS.
	Passenger.	Freight.	Total.	Passenger.	Freight.	Total.	Passenger.	Freight.	Total.	Passenger.	Freight.	Total.	Passenger.	Freight.	Total.	
1858																
December....	824 05	524 39	1,348 44	2,098 37	4,228 01	6,326 38	73 86	901 21	975 07	1,715 35	2,067 70	3,782 95	373 35	746 71	1,120 06	13,552 90
1859																
January....	719 40	559 51	1,278 91	1,902 77	2,559 90	4,462 67	79 43	938 61	1,018 04	1,614 75	1,971 00	3,585 75	454 39	908 80	1,363 19	11,708 56
February....	647 64	431 77	1,079 41	2,487 70	3,309 94	5,797 64	62 49	837 54	900 03	1,546 91	1,971 42	3,518 33	346 32	808 11	1,154 43	12,449 84
March.....	900 61	491 24	1,391 85	2,532 41	3,740 69	6,273 10	286 29	1,095 28	1,381 57	1,658 55	2,052 57	3,711 12	500 03	1,180 06	1,770 09	14,527 73
April .....	876 72	526 03	1,402 75	2,742 03	2,122 07	4,864 10	208 28	1,111 63	1,319 91	1,839 89	2,346 56	4,186 45	463 95	772 18	1,236 13	13,009 34
May .....	1,318 75	599 44	1,918 19	2,849 26	1,841 21	4,690 47	92 90	1,291 34	1,384 24	1,836 98	1,947 71	3,784 69	464 57	754 95	1,219 52	12,997 11
June .....	1,279 44	581 56	1,861 00	2,198 87	3,426 03	5,624 90	258 43	1,070 87	1,329 30	1,741 75	1,922 59	3,664 34	577 78	722 26	1,300 04	13,779 58
July.....	1,623 08	737 76	2,360 84	2,291 49	2,271 76	4,563 25	88 84	1,214 59	1,303 43	1,888 98	1,798 15	3,687 13	730 18	547 63	1,277 81	13,192 46
August.....	1,626 61	739 37	2,365 98	2,574 51	1,811 03	4,385 54	78 26	1,082 05	1,160 31	1,784 61	1,866 81	3,651 42	1,050 21	918 39	1,968 60	13,531 85
September..	1,308 43	832 65	2,141 08	2,283 73	2,109 08	4,392 81	52 12	1,377 19	1,429 31	1,716 97	2,018 50	3,735 47	485 54	823 87	1,309 41	13,008 08
October.....	809 66	662 45	1,472 11	2,603 90	2,738 75	5,342 65	63 87	1,112 70	1,176 57	1,934 57	2,623 40	4,557 97	422 77	845 53	1,268 30	13,817 60
November...	743 57	594 85	1,338 42	1,831 07	3,256 85	5,087 92	30 96	1,036 62	1,067 58	2,110 91	2,485 01	4,595 92	381 24	887 81	1,239 05	13,328 80
Totals.....	12,677 96	7,281 02	19,958 98	28,396 11	33,415 32	61,811 43	1,375 73	13,069 63	14,445 36	21,390 22	25,071 32	46,461 54	6,340 33	9,886 30	16,226 63	158,963 94

Passenger Department, \$70,180 35.

Freight Department, \$88,723 59.

Total, \$158,903 94.

AUDIT OFFICE, *December 1st, 1859.*

CHARLES WILLING HARE, *Chief Clerk.*





